

Section 2. PREFLIGHT PILOT BRIEFING

3-2-1. CONDUCT OF STANDARD BRIEFING

a. Brief by translating, interpreting, and summarizing available data for the intended flight. Do not read individual weather reports or forecasts unless, in your judgment, it is necessary to emphasize an important point or unless specifically requested to do so by the pilot. Obtain the following information if it is pertinent and not evident or already known:

1. Type of flight planned.
2. Aircraft identification or pilot's name.
3. Aircraft type.
4. Departure point.
5. Route of flight.
6. Destination.
7. Flight altitude(s).
8. ETD and ETE.

Pilot briefer shall issue the following cautionary advisory to a pilot planning a flight outside of United States controlled airspace, unless the pilot states "I have the international cautionary advisory."

PHRASEOLOGY-

CHECK DATA AS SOON AS PRACTICAL AFTER ENTERING FOREIGN AIRSPACE, AS OUR INTERNATIONAL DATA MAY BE INACCURATE OR INCOMPLETE.

b. Using all sources of weather and aeronautical information, provide the following data when it is applicable to the proposed flight. Provide items 1 through 8 above in the sequence listed except as noted.

1. **Adverse Conditions.** Include this element when meteorological or aeronautical conditions are reported or forecast that might influence the pilot to alter the proposed flight. Emphasize conditions that are particularly significant, such as low level wind shear, thunderstorms, reported icing, frontal zones along the route of flight, airport closures, air traffic delays, etc. Weather advisories (WS, WA, WST, CWA, and AWW) shall be given by stating the type of advisory followed by the pertinent information.

EXAMPLE-

"An AIRMET is in effect until 1400 for possible moderate turbulence below 10,000 feet over the mountainous area of southern California."

2. **VFR Flight Not Recommended (VNR).** Include this statement when VFR flight is proposed and sky conditions or visibilities are present or forecast, surface or aloft, that in your judgment would make flight under visual flight rules doubtful. Describe the conditions, affected locations, and times.

EXAMPLE-

"There are broken clouds along the entire route between niner and one one thousand feet at the present time. With the approach of a cold front, these clouds are forecast to become overcast and to lower to below seven thousand with mountains and passes becoming obscured. V-F-R flight is not recommended between Salt Lake City and Grand Junction after two two zero zero ZULU."

"V-F-R flight is not recommended in the Seattle area until early afternoon. The current weather at Seattle is indefinite ceiling three hundred sky obscured, visibility one, mist, and little improvement is expected before one eight zero zero ZULU."

NOTE-

This recommendation is advisory in nature. The decision as to whether the flight can be conducted safely rests solely with the pilot.

3. **Synopsis.** Provide a brief statement describing the type, location, and movement of weather systems and/or air masses which might affect the proposed flight. This element may be combined with adverse conditions and/or the VNR element, in any order, when it will help to more clearly describe conditions.

4. **Current Conditions.** Summarize from all available sources reported weather conditions applicable to the flight. This element may be omitted if the proposed time of departure is beyond 2 hours unless the information is requested by the pilot.

NOTE-

1. If the surface meteorological observation originates from an automated observation facility and is presented as a singular report, follow the location announcement with the phrase "AUTOMATED."

2. The briefer should provide sufficient automated surface observation information when requested by the pilot or when deemed pertinent to the briefing.

5. **En Route Forecast.** Summarize from appropriate data (Area Forecast) TAF's, prognosis charts, weather advisories, etc., forecast conditions applicable to the proposed flight. Provide the information in a logical order; i.e., climb out, en route, and descent.

6. Destination Forecast. Provide the destination forecast including significant changes expected within 1 hour before and after the ETA.

7. Winds Aloft. Provide forecast winds aloft for the proposed route using degrees of the compass. Interpolate wind directions and speeds between levels and stations as necessary. Provide temperature information on request.

8. Notices to Airmen (NOTAM's).

(a) Provide available NOTAM (L) (flight plan area only) and NOTAM (D) information pertinent to the flight.

(b) For M1FC facilities, provide Flight Data Center (FDC) NOTAM's which are pertinent to the proposed flight and are not already carried in the Notices to Airmen publication.

(c) For facilities without M1FC, provide FDC NOTAM's within 400 NM radius of your facility which are pertinent to the proposed flight and are not already carried in the Notices to Airmen publication.

NOTE-

If approved by the ATD, the area may be adjusted to meet user requirements.

(d) Combine this element with current conditions when it would be logical and advantageous to do so.

9. ATC Delays. Inform the pilot of any known ATC delays and/or any flow control advisories on hand that might affect the proposed flight.

10. Request for PIREP's. Include this element when, in your judgment, a report of actual inflight conditions is beneficial or when conditions meet criteria for solicitation of PIREP's (para 9-2-5). Advise the pilot to contact Flight Watch or Flight Service to report en route conditions.

11. EFAS. When appropriate, inform pilots of the availability of Flight Watch for weather updates; e.g., thunderstorms, icing.

12. Upon request.

(a) Provide information on military training routes (MTR) and military operations area (MOA) activity within your flight plan area plus an additional 100 NM extension. For briefings beyond the above stated area, advise the pilot that information may be incomplete and to contact other en route facilities for additional information.

NOTE-

AFSS's shall consider their flight plan area as that geographical area which encompasses all FSS's to be consolidated into that facility.

(b) Review the appropriate aeronautical publications and inform the pilot of pertinent NOTAM's and special notices.

(c) Provide approximate density altitude data.

(d) Provide information regarding such items as air traffic service and rules, customs/immigration procedures, ADIZ rules, SAR, Flight Watch, etc.

(e) Provide LORAN C NOTAM's.

REFERENCE-

FAAO 7930.2, Para 5-3-7c.

(f) Provide military NOTAM's.

REFERENCE-

FAAO 7930.2, Para 8-3-1.

(g) Provide runway friction measurement value NOTAM's.

PHRASEOLOGY-

WASHINGTON NATIONAL RUNWAY ONE EIGHT MU FORTY, FORTY, TWENTY-EIGHT.

(h) Provide GPS Receiver Autonomous Integrity Monitoring (RAIM) Aeronautical Information. RAIM information shall be provided 1-hour before to 1-hour after the ETA, or a time frame requested by the pilot.

3-2-2. CONDUCT OF ABBREVIATED BRIEFING

Provide an abbreviated briefing when a pilot requests information to supplement mass disseminated data; update a previous briefing; or when the pilot requests that the briefing be limited to specific information. Pilot briefers shall issue the following cautionary advisory to a pilots planning a flight outside of United States controlled airspace, unless the pilot states "I have the international cautionary advisory":

PHRASEOLOGY-

CHECK DATA AS SOON AS PRACTICAL AFTER ENTERING FOREIGN AIRSPACE, AS OUR INTERNATIONAL DATA MAY BE INACCURATE OR INCOMPLETE.

Conduct abbreviated briefings as follows:

a. When a pilot desires specific information only, provide the requested information. If adverse conditions are reported or forecast, advise the pilot of this fact. Provide details on these conditions in accordance with subpara 3-2-1b1, at the pilot's request.

b. When a pilot requests an update to a previous briefing, obtain from the pilot the time the briefing was received and necessary background information. To the extent possible, limit the briefing to appreciable changes in meteorological and aeronautical conditions since the previous briefing.

c. When a pilot requests information to supplement data obtained through AFSS/FSS mass dissemination media, obtain pertinent background information, the specific items required by the pilot, and provide the information in the sequence listed in subpara 3-2-1b.

d. Solicit PIREP's in accordance with subpara 3-2-1b10.

e. When a pilot requests to file a flight plan only, ask if he/she requires the latest information on adverse conditions along the route of flight. If he/she responds "yes":

1. Provide information on adverse conditions pertinent to the intended route of flight.

2. Provide details on these conditions in accordance with subpara 3-2-1b1.

3-2-3. CONDUCT OF OUTLOOK BRIEFING

a. Provide an outlook briefing when the proposed departure is 6 hours or more from the time of the briefing. Conduct the briefing in accordance with subpara 3-2-1b, but limit the briefing to forecast data applicable to the proposed flight. Omit items 2, 4, and 7 through 11 unless specifically requested by the pilot or deemed pertinent by the briefer.

b. When the proposed flight is scheduled to be conducted beyond the valid time of the available forecast material, provide a general outlook and then advise the pilot when complete forecast data will be available for the proposed flight. Upon request transfer the call to, or furnish the telephone number of the appropriate NWS office.